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AMERICAN CITY & COUNTY

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agan and the Infrastructure

AMERICAN CITY & COUNTY®

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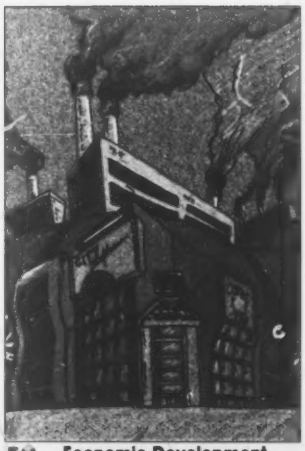
Cover illustration by Tim Williams, Atlanta



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A Vehicle to Move Ahead

Reno Mayor Peter Sferrazza sums up what will have to happen in the United States before the crisis of the crumbling infrastructure is solved — the people are going to have to get fed up.

Government officials are acutely aware of the problems and are striving to solve them, but citizen involvement is necessary. "When it deteriorates far enough, people will not stand for it," Sferrazza says.

The message isn't lost on the Rebuild America Coalition, which sees raising the public consciousness about the state of the infrastructure as one of its major missions. Coalition Chairman John Horsley says it is happening already.

"Gridlock is occurring because we've been under-investing in our public facilities," he says, "and it's causing a hue and cry from the general public that somebody's going to have to do something."

Horsley's two-year-old coalition could well be the vehicle that will move America forward on the road to better highways, safer bridges, rebuilt sewer systems, safer and more efficient air travel, expanded mass-transit systems and upgraded water-delivery systems.

The coalition was formed in the summer of 1986, an outgrowth of the National Association of Counties, which Horsley was president of at that time. Since then, 10 other groups — four public agencies and six private associations — have joined, including the National League of Cities, the U.S. Conference of Mayors, the American Public Works Association (APWA) and the National Council of State Legislatures. Representing the private sector are the Associated General Contractors of America, the National Homebuilders Association, the American Consulting Engineers Council, the American Society of Civil Engineers, the American Institute of Architects and the Public Securities Association.

Horsley, a commissioner from Kitsap County, Wash., says momentum is building. He has a goal of involving 100 organizations in the coalition, which he has chaired since its inception.

The Rebuild America Coalition is trying to put into action the recommendations made by the National Council on Public Works Improvement, which was appointed by President Reagan and Congress to conduct a two-year study of the nation's aging infrastructure. The council completed its study and issued a report titled "Fragile Foundations," which called for doubling in the next 12 years the amount of money spent on the infrastructure, increasing it from $45 billion to $90 billion.

The APWA reinforced the urgency in a resolution overwhelmingly passed at its International Public Works Congress in Toronto. Representing more than 25,000 federal, state and local public works professionals, the APWA requested that the president and Congress develop a National Public Works Policy that would respond to the needs pointed out by the council. The resolution asked for better coordination of public works investments and an increase in funding for education and research and development.

It also encouraged working with allied organizations through Transportation 2020 and Rebuild America and made reference to the need for public understanding of the problems.

Infrastructure repair and maintenance has languished during the past eight years, as this month's *American City & County* discusses. But it is encouraging to see so many governmental organizations and public works and related professionals joining forces to forge a solution to the crisis.

When so many groups come together with a single purpose, an enormous amount of pressure can be applied to such tasks as securing a release of the money that has accumulated (to offset the federal deficit) in the Airport Trust Fund ($6 billion-$10 billion) and the Highway Trust Fund ($10 billion-$11 billion). The Rebuild America Coalition urges "putting the trust back in the trust funds" and using the money collected from user fees and gas taxes for maintaining safe and efficient transportation systems and infrastructure.

But the key, as Sferrazza and Horsley agree, is getting public involvement. The first step must be education, as the APWA noted in its resolution. We hope the voices of the people will rise up and join the professionals and government officials before the infrastructure crisis becomes a catastrophe.

Sferrazza envisions the people eventually becoming so enraged they will want to turn their elected officials out and elect new leaders. But, he says, the elected leaders of today are aware of the problems and are trying to address them. The challenge is making the voters understand the dilemma and convincing them to become a part of the solution. □

—Janette Mitchell

cities grow," he said. "But a second trend is a change in the political climate. The next administration will be faced with a massive deficit, and there will be no great increase in spending.

"At the same time, there are many demographic changes going on. There are more minorities in positions of authority, and they represent a group whose need for social spending is great. It will be difficult to get these groups to focus on infrastructure needs. But they will inherit an infrastructure that is old and obsolete.

"This is complicated by the fact that our population is aging. There is a tendency for older people to vote against projects that require a long-term commitment which may affect their income."

Outgoing WPCF President Beth Turner noted unprecedented media attention to water-quality issues and problems in the United States, and said tough problems remain.

"Our national standard of living in itself presents a waste-disposal problem," she said. "We are disposing three times as many materials today into the environment as we were 25 years ago. Society must face up to the waste it generates, and our membership needs to be the common ground between the public and their government representatives."

James Abbot, vice president of HDR Engineering, Denver, was named new WPCF president, while Arthur Saarinen, senior vice president of Camp Dresser & McKee, Maitland, Fla., was installed as president-elect. The vice presidency went to Charles Kaiser, assistant executive director and general counsel for the Metropolitan St. Louis Sewer District, while Karl Mueldener, director of the Bureau of Water Protection for the Kansas Department of Health and Environment was elected treasurer.

Next year's WPCF conference will be Oct. 15-19 in San Francisco.

—Tim Darnell

New EPA Guidelines Regulate Tanks

New regulations have been issued by the U.S. Environmental Protection Agency (EPA) dealing with underground storage tanks, setting standards for designing and installing new tanks and for upgrading old ones.

Monthly leak monitoring is required of existing tanks, along with reporting leaks within 24 hours and contamination cleanup. Although they do not mandate a particular piece of equipment or recommend one monitoring strategy over another, they set minimal performance standards and guidelines in four monitoring strategies — automatic tank gauging, interstitial monitoring, vapor monitoring and groundwater monitoring.

States are free to enact more stringent standards, and 23 have done so. With help from regional EPA offices, states also will be responsible for enforcing and allocating federal funds to aid cleanup efforts.

"The message we want to get across is that more important than abiding by the regulations are finding and dealing with leaks," says Tom Young, EPA environmental specialist. "Abiding by the regulations will not absolve tank owners from the responsibility and costs of cleanup if they choose the wrong tank monitoring system or use it incorrectly."

"The new federal underground storage tank regulations scream at both big and little industries to clean up their act," says Michael Bouton, who designed an underground storage system for Arizona Instruments. "In the last decade, horror stories about tainted aquifers have made us aware that in some areas, soil contamination is at a saturation point."

SURVEY SPOTLIGHT

What 100 new manufacturing jobs mean to a community

aggregate personal income	$1.9 million
new retail establishments	7
nonmanufacturing jobs	64
population increase	202
family units	102
school enrollment	61
retail sales	$1.5 million

Figures represent a net change from 1970 to 1980 based on census data. Source: U.S. Chamber of Commerce.

Nominations Taken For Top 10 Leaders

Nominations are being accepted for the 1989 American Public Works Association (APWA) Top 10 Public Works Leaders of the Year Awards. Any non-elective, full-time employee of a federal, state, provincial, county or municipal government is eligible for selection.

Nominees must meet the following criteria: responsible for one or more major subdivisions of a governmental agency; majority of time and efforts are devoted to the design, construction, maintenance, and/or operation of airport, drainage or flood control facility, harbor, public building, sewage or refuse collection or disposal system, street or highway system, water supply system or any other type of public works installation.

Any individual or group may nominate one or more candidates. People submitting nominations need not be APWA members nor directly associated with public works. The deadline for nominations is Dec. 1, 1988, while supporting data is due Jan. 16, 1989. The winners will be honored during National Public Works Week, May 21-27, 1989. □

New Power Supply Installed in Barnstable

As waves of new development over Cape Cod, Mass., strain regional electric-generating capacity, frequent brownouts and outages have caused several disruptions in computer operations serving business, industry and government. With no end to power problems in sight, city administrators in Barnstable approved the installation of an uninterruptable power supply to protect the town's computer operations center.

The town depends on its Unisys B-1995 mainframe and network of 80 terminals and printers to manage its $52 million operating budget and transact every type of municipal business. Some of the most important applications running on the computer include electronic mail, property valuations and assess-

Reagan and the Infrastructure

END OF AN ERA

By Janette Mitchell and Kim Beury

In New Orleans, where South Jefferson Davis Parkway approaches bustling Washington Avenue, a bridge once carried six lanes of traffic over a drainage canal and a small rail corridor. But last spring the bridge — deemed structurally unsafe by the state — was closed and traffic rerouted. Business owners along the abandoned roadway have been besieging City Hall ever since.

The price tag for reopening South Jefferson Davis is $3 million, and John Wilson, assistant planning commission director, says the city is "up in the air" about what to do.

"It came as a complete shock to all of us," Wilson says. "We don't know what street project we will take the money from, to be honest. We will find the money but some other part of the city is going to suffer."

New Orleans, nicknamed "the Big Easy," often is described as "a city accustomed to the unexpected." But for several years nothing has been easy for city government, and officials have become accustomed to lurching from crisis to crisis and robbing Peter's project to pay for Paul's. The city in the past eight years has laid off 2,500 employees out of a 4,000-member workforce, temporarily closed down City Hall one day a week, and two years ago overcame a $30 million budget deficit, Wilson says. Now it is again facing a $20 million deficit in the operating budget for the last quarter, a situation he says is causing "all kinds of teeth gnashing."

AC&C Survey

When President Reagan leaves the White House in January, he likely won't have to be rerouted around South Jefferson Davis Parkway. But in New Orleans, some people will see the bridge's crumbling foundation as at least part of the president's legacy, says Mayor Sidney Barthelemy.

"There has been an attitude, a mind-set, in the past eight years in Washington that the federal government should shed its responsibility to local government ... almost anti-city. This is contrary to the whole philosophy of our forefathers that there would be a partnership between the federal and local governments," the mayor says.

City and county officials all over the country echo Barthelemy's sentiments and decry the state of the infrastructure — the crumbling bridges, overburdened sewer systems, contaminated water systems and highways that "have more potholes than the Ho Chi Minh trail," as Princeton economics professor Alan Blinder wrote recently. For the third year in a row, significant numbers of respondents to *American City & County's* annual Survey of Issues and Trends rated their local infrastructure needs serious to very serious. In 1988, 47 percent rated repair needs serious, and 38 percent rated the need for new infrastructure serious or very serious.

Policies of the Reagan administration that have affected infrastructure particularly include: the elimination of General Revenue Sharing, which was returning $4 billion to local government when it was abolished in 1986; scrapping Urban Development Action Grants earlier this year, which at their peak in 1980 were providing $675 million; trimming almost $1 billion from the Community Development Block Grant (CDBG) program in eight years; cutting U.S. Environmental Protection Agency (EPA) grants by more than half (from $4.9 billion in 1980 to $2.3 billion in 1988) and phasing out federal aid for wastewater treatment by 1994; 1986 Tax Reform Act provisions severely limiting local government access to capital markets; and to help offset the federal budget deficit, squirreling away billions of dollars in the Highway Trust Fund, reducing funds for road upkeep.

Despite the popular appeal President Reagan has enjoyed during his two terms and the high marks he has earned for his new federalism concepts and his economic philosophy, putting those ideas into practice has hurt cities and counties, local officials say. The words used repeatedly to describe the impact of his policies on the infrastructure are "disasterous," "negative," and "deplorable." *Continued*

Rate your need for infrastructure repair

	1986	1987	1988
Serious/Very Serious	46%	37%	45.8%
Normal/Moderate	45.2%	52.1%	45.4%
In Good Repair	8.4%	10.4%	8.3%

Rate your need for new infrastructure

	1986	1987	1988
Serious/Very Serious	35.7%	35.5%	38%
Normal/Moderate	59%	56.9%	56.3%
Not Needed	4.2%	6.2%	4.4%

Which facilities most need repairing?

	1986	1987	1988
Streets/Bridges	64.7%	62.1%	63.2%
Wastewater	50.6%	42.7%	44.8%
Water Supply	29.1%	26.5%	25.7%
Public Buildings	16.5%	11.4%	14.5%
Refuse Disposal	6.9%	8.5%	11.5%
Parks/Recreation	7.3%	8.1%	8.6%

What new facilities are needed?

	1986	1987	1988
Streets/Bridges	38.7%	40.3%	41.6%
Wastewater	37.9%	33.2%	33.6%
Water Supply	22.6%	24.1%	25.4%
Public Buildings	13.8%	12.3%	17.1%
Refuse Disposal	7.3%	6.2%	12.7%
Parks/Recreation	4.6%	9.0%	7.4%

How much money is needed for repair?

	1986	1987	1988
Less than $1 million	20.3%	21.3%	16.8%
$1 million-$5 million	30.3%	28.4%	29.5%
$5 million-$10 million	22.6%	21.3%	21.2%
$10 million-$20 million	8.8%	12.3%	8.8%
More than $20 million	13.4%	13.7%	19.2%

When National League of Cities (NLC) Executive Director Alan Beals announced results of the league's annual fiscal survey last summer, he said, "Hometown America is holding its own, but it's also holding the bag for a lot of dubious, deplorable and sometimes destructive federal policies. The backbone of America — our cities and towns — is bending under an increasing load. Whether this burden will continue to grow more cumbersome, or whether it will be relieved through a more responsible set of national policies is one of the urgent questions ... for the next administration." The NLC survey showed that 50 percent of the cities responding expected their spending to exceed revenues for fiscal 1988.

"The Reagan years have been very harmful to the cities, particularly older cities, and not just in terms of the infrastructure," says Trenton, N.J., Mayor Art Holland, president of the U.S. Conference of Mayors. "Throughout the nation, cities are in disaster." Trenton is atypical in that its infrastructure is holding up pretty well, but Holland says his main concerns are social — drugs and the affordable housing crisis.

Drugs are the nation's number one problem, the worst problem he has seen in 26 years in office. But "given what's been happening across the country with bridges falling down, the infrastructure is probably the equivalent on a physical side to drugs on the human side," Holland says.

Barthelemy says the social structure is deteriorating faster than the infrastructure, but the two are tied together.

"If there's a callousness and lack of responsibility to the infrastructure, it also applies to our social fabric," he says. "It's the same attitude — 'Oh, the bridge? That's New Orleans' problem. Oh, the drugs? That's New Orleans' problem.'"

In 1984, New Orleans was receiving $89 million a year in federal and state aid. Today it gets $22 million. Barthelemy now is fearful that more bridges and overpasses will be declared unsafe.

Mayor Peter Sferrazza of Reno, Nev., says the Reagan years also have been negative in his city, where almost everything has been cut back and the city has been unable to keep up with its growth. "When you take away a federal program and don't provide local ways to fund it, you simply lose that program," he says. "The job of providing the infrastructure has been transferred to local governments, which can't handle it because of revenue caps."

Dick Cushing, city manager of Olympia, Wash., says the loss of revenue sharing had one of the greatest impacts on the infrastructure. "A lot of cities used revenue sharing mostly for infrastructure improvements, and the loss of revenue sharing means that now those projects just don't get done."

Cushing says he has an absolutely negative feeling about the Reagan administration. "I think they've just abandoned the cities. As far as I can tell, cities are of little consequence or concern to the Reagan administration. The cutbacks to take care of Reagan's desires for military spending have come at the expense of cities."

The administration defends the cuts in federal aid by citing the national deficit, the long-range positive effects of the president's policies in terms of forcing creative decisions, and the advisability of keeping many decisions on a local level.

State of the infrastructure

Just how bad is the infrastructure?

Congress' Joint Economic Committee reports that the price tag for infrastructure work needed in the next 15 years is about $1 trillion. Highways and bridges will need $720 billion worth of work; mass transit, $178 billion; water works, $96 billion; and wastewater systems, $163 billion.

The congressionally appointed National Council on Public Works Improvement, which studied the infrastructure for two years, issued a report titled "Fragile Foundations," which gave the nation's public works an overall report card rating of C-minus and called for a 100 percent increase in infrastructure capital investment.

The Federal Highway Administration (FHA) told Congress two years ago that more than 240,000 of the nation's 575,000 bridges were deficient and it would cost as much as $51 billion to repair and replace them. More than 4,000 bridges now are closed to all traffic, according to John Ahlskog, FHA bridge management chief.

Approximately 450,000 tons of waste are being generated every day, 95 percent of which is disposed in landfills rapidly reaching the end of their disposal capacity, according to another study by the national council. The EPA says that by 1992 half of the country's municipal landfills will be closed.

Several years ago, the U.S. Army Corps of Engineers inspected all non-federal dams and reported that 3,000 of them were unsafe.

Public officials say that the infrastructure has been deteriorating for more than 30 years and previous efforts focused on building new infrastructure rather than maintaining the old. Part of the problem is that in many cities, such as Oklahoma City, major public structures were built all at once, and are wearing out all at once.

"Fragile Foundations" reported that despite the importance of public works, total public spending on infrastructure dropped from 3.6 percent of the Gross National Product (GNP) in 1960 to 2.6 percent in 1985. The study further pointed out that the decline in capital spending on public works dropped from 2.3 percent of the GNP in 1960 to 1.1 percent in 1985.

The NLC's "Financing Infrastructure" report indicated that local governments now provide half of the more than $100 billion spent each year to build, maintain and operate public works systems — up from 38 percent 20 years ago.

John Horsley, past president of the National Association of Counties and president of the Rebuild America Coalition, says the nation's infrastructure demands a sustained commitment of 2 to 4 percent of the GNP to capital improvements. "But over the past 20 years our spending as a nation has declined for new capital projects ... Now included in that reduction has been the last eight years where every category but highway construction funding (federal gasoline tax was raised from 4 to 9 cents a gallon) has been curtailed."

Ironically, local officials responding to *American City and County's* 1988 issues survey cited roads and bridges as their main infrastructure problems. Officials from 339 local government agencies representing every region in the country participated in the study. The survey asked 15 questions concerning infrastructure needs, financing problems and purchasing plans. Sixty-three percent of those responding said streets and bridges are the portions of the infrastructure that most need repair and more than 41 percent said the new facilities they most need are streets and bridges. Only 8.3 percent of the respondents said their infrastructure is in good repair, and only 4.4 percent said no new infrastructure is needed in their communities.

Wilson was among 17 big-city (population 500,000 or more) officials responding to the survey. He rated infrastructure re-

pair needs and needs for new infrastructure as "very serious" and said more than $20 million is needed to repair the problems in New Orleans. More than $20 million also is required to build the new facilities critically needed, including public buildings. Nineteen percent of those responding said it would take more than $20 million for infrastructure repair. One in three said it would take between $1 million and $5 million.

Even though Congress raised the gasoline tax in the 1982 Highway Act, much of the money was not spent on roads but became part of the $10 billion-plus surplus in the Highway Trust Fund, which was maintained by the Reagan administration as an offset against the national budget deficit. The policy further angered local officials, including Horsley, who says the money is being "ratholed to disguise the state of the deficit."

Another viewpoint

An administration spokesman, Jack Flynn of the U.S. Department of Housing and Urban Development, acknowledges that infrastructure problems exist. But he says the federal government still assists many municipal infrastructure needs through CDBG funding, "and many cities still do use them."

"Funding has had to be decreased across the board. That's caused cities to make some choices, but it also has caused many of them to be more creative in how they use the funds they do have," Flynn says. "Everyone's aware of the general problems with infrastructure getting older and deteriorating. It's an ongoing problem, and cities (to deal with it) have used resources which were available to them plus their own ingenuity."

Ahlskog says Reagan's support for infrastructure is evident from the Highway Act, "which has nothing but a positive effect."

The greatest help Reagan has provided for the infrastructure has been for bridge rebuilding. "The bridge replacement and rehabilitation project addresses all bridges in all categories of highways," he says. "By law, a minimum of 15 percent of these (gas tax) funds must be spent to improve bridges, not on federal aid to the highway system.

"The real problem and issue, if someone wants to take Reagan or any other administration to task, has to do with what is the role of the federal government," Ahlskog says. "There are still tens of thousands of bridges that need work. The real question is: should funding for them come out of the federal treasury or (should it) be a state and local responsibility? For some element of the problem, local governments must assume the responsibility. But how much of it?

"I get involved every day seeing all the letters that come in to congressmen regarding their bridges' importance — you know, 'We can't get our kids to school, can't get our crops to the market; we've got a 99-mile detour,' and those are real problems. No question. But they have to fit into the total scheme of things. How important are they to the national level, state level, local level?"

Says Gary Hoitsma, FHA's director of public affairs: "There are a lot of roads out there not eligible for federal funds, but that's appropriate, we've always felt. There ought to be a proper division of responsibility here where a clear federal role is defined. The rest is left up to the states. And we feel the system has worked well over the years.

"Now we're facing a problem where there are many more needs to be filled than there are funds to take care of them. That's a situation not likely to change in the foreseeable future, so priorities have to be established. States are constantly having to set priorities as to what projects are most important, and what we've tried to do here in the Reagan administration is to give the states more authority to make those decisions of what the priorities are.

"We don't want to stand here at the federal level and say 'you have to build this project or that.' We say 'here's the money that we have available,' and distribute it in broad categories, and then say 'State, it's up to you to decide where the money goes.'"

Hoitsma says the Reagan administration has been very strong in supporting and protecting the integrity of the Highway Trust Fund. "There's a lot of pressure from locals and others to use that money for other purposes, using it for education or health care or other things."

When President Reagan introduced new federalism in 1981, he said that his administration looked forward to working with state and local officials "in concrete ways. We need to provide for greater authority and responsibility in the states, counties, cities and towns to return government to those closest to the people most affected."

Reagan argued that cutting the federal budget was a first step toward returning power to states and communities. His aides said that even if federal cuts did seem inconsistent with Reagan's new federalism, in the long run, the public's willingness to support programs would be tested. Meanwhile, states and localities would have more flexibility to manage the aid they did receive.

Horsley and others, however, say that the administration's policy of broad-based funding cuts has forced many American cities and counties to choose between providing money for health and welfare or for such things as the infrastructure. They argue that the infrastructure always comes up short.

If a local official has to choose between providing medical care for a sick child or filling a pothole, Horsley says, he "almost always will go to the side of public safety or health. As burdens are shifted to the local level, we're stuck with those tough choices between important social spending and safety spending and infrastructure. Infrastructure keeps losing out."

Cushing says, "Local governments prioritize and the first priority always is public safety, police and fire and health services, those kinds of things that most directly help people."

Lance Simmons, the Conference of Mayors' assistant executive director for legislative affairs, agrees. "In the past eight years we've seen a significant shift back to local governments that don't have adequate resources to do everything. When it comes to choices between human capital and physical capital, the most compassionate, most reasonable avenue is toward human capital. Not to say that the physical capital and federal investment are not crucial and important, but the human capital comes first." □

How much is needed to build facilities?

	1986	1987	1988
Less than $1 million	19.5%	13.3%	16.1%
$1 million-$5 million	34.1%	29.9%	30.1%
$5 million-$10 million	21.1%	20.9%	18%
$10 million-$20 million	10%	12.3%	14.5%
More than $20 million	10.7%	13.3%	16.5%

How will you solve trash disposal needs?

	1986	1987	1988
Public landfill	37.2%	32.2%	34.2%
Private landfill	17.2%	17.5%	21.2%
Resource recovery	26.8%	27%	28.3%
Other	9.6%	9.1%	9%

MUNICIPAL COST INDEXES

The **Municipal Cost Index** saw a slight increase from last month, a 0.1 percent rise from October's reading of 115.3. Both the **Construction Cost Index** and the **Producer Price Index** rose 0.2 percent, to 118.2 and 108.8, respectively. The U.S. Bureau of Labor Statistics' **Consumer Price Index** experienced the greatest gain, 0.4 percent to 119.0.

Among the newer items *American City & County* has been covering, tools and dies rose 0.5 percent from last month, along with pumps and compressors. Communication devices read 102.9, while petroleum dropped 1.7 percent.

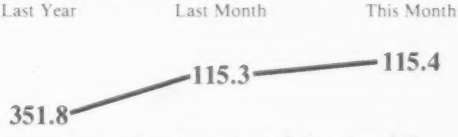
—Compiled by Tim Darnell

THIS MONTH'S MARKETBASKET

	Current Index	Percent Change From: Last Month	Last Year
Air Conditioners	113.8	0.5	4.4
Apparel	112.2	0.4	1.9
Asphalt Roofing	95.3	−0.6	2.7
Ball Bearings	113.1	0.8	4.7
Coal	199.0	6.9	8.6
Communication Devices	102.9	0.1	0.2
Concrete Products	110.2	0.2	0.8
Construction Machinery	112.2	0.3	2.7
Diesel Fuel	39.6	1.0	−35.1
Electric Components	118.2	0.4	2.7
Electric Power	116.3	−0.1	1.5
Floor Coverings	115.3	0.9	3.4
Fuel Oil No. 2	47.0	0.4	−21.1
Foundry Products	110.2	0.1	4.5
Furniture	118.2	0.3	4.5
Gasoline	62.2	2.1	−3.1
Generator Sets	121.0	0.3	5.5
Glass	110.2	0.5	2.3
Glass Containers	112.2	0	−0.6
Gypsum Products	108.0	−0.3	−9.6
Hardware	113.9	0.4	3.8
Heating Equipment	120.1	−0.3	3.9
Industrial Chemicals	110.1	1.2	15.2
I.C. Engines	111.9	0.6	2.1
Iron	82.8	0	−1.8
LP Gas	49.4	−8.5	−17.1
Lumber	131.0	−0.7	2.9
Metal Fabrications	116.5	0.3	10.3
Mixed Fertilizers	104.6	−0.3	9.5
Motor Vehicle Parts	107.5	0.5	1.4
Natural Gas	77.2	3.6	−3.3
Office Machines	107.6	0.5	2.2
Paint	112.8	0.1	3.8
Paper	124.7	0.9	11.6
Passenger Cars	112.2	−0.5	1.6
Petroleum	45.2	−1.7	−26.0
Plastics	137.0	2.2	21.1
Plumbing Fixtures	130.8	1.5	8.5
Plywood	100.2	−4.8	−2.5
Portland Cement	103.2	−0.6	0.5
Pumps, Compressors	109.6	0.5	4.3
Residual Fuel	39.6	−1.0	−35.1
Rubber	111.8	1.0	9.6
Sand, Gravel	121.0	0.5	3.0
Sanitary Papers	115.4	−0.2	5.9
Soaps, Detergents	115.6	0.6	5.7
Sporting Goods	106.3	0.1	3.7
Steel Mill Products	112.0	0.6	10.1
Switchgear	113.4	0.1	2.7
Synthetic Fibers	97.8	0.1	6.7
Tires, Tubes	95.7	0.4	5.0
Tools, Dies	111.2	0.5	1.6
Transformers	109.8	1.1	1.2
Transmissions	116.4	0.2	4.1
Trucks	111.2	0.3	−0.3
Valves	115.4	1.3	6.5
Wire, Cable	126.2	−0.7	17.4
Wiring Devices	124.4	0.6	4.3

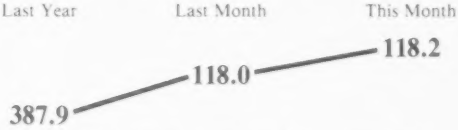
At-A-Glance Changes

MUNICIPAL COST INDEX



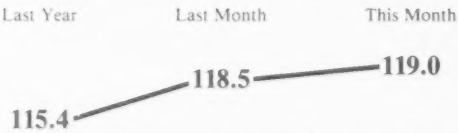
Percent Change From Last: Month **0.1** Year **4.5**

CONSTRUCTION COST INDEX



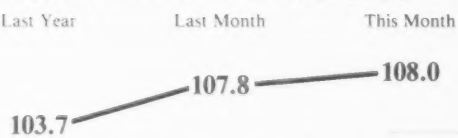
Percent Change From Last: Month **0.2** Year **3.2**

CONSUMER PRICE INDEX (BLS)



Percent Change From Last: Month **0.4** Year **3.1**

PRODUCER PRICE INDEX (BLS)



Percent Change From Last: Month **0.2** Year **4.1**

These figures are calculated on a base year of 1982.

QUARTERLY MUNICIPAL TRENDS

	Current Level	Percent Change From: Last Qtr.	Last Year
Receipts	682.4	2.8	8.0
Federal Grants	111.2	10.0	9.8
Durable Purchases	29.3	2.8	11.4
Consumables	45.7	0.4	9.9
Services	430.0	2.1	8.3
Structures	64.8	−0.2	1.1
Salaries, Wages	338.3	2.0	7.9
Surplus	91.7	2.6	10.3
Employment	14.413M	0.9	−18.5